

INDIANAPOLIS METROPOLITAN  
PLANNING ORGANIZATION

# FACT BOOK

## WHAT IS THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION (IMPO)?

The Indianapolis MPO plans for and distributes transportation funds for roads, transit, bikeways, trails, and sidewalks to move people and goods in Central Indiana. Established in 1972, the IMPO has grown to include more than 35 members representing cities, towns, counties, and other transportation agencies within the Metropolitan Planning Area (MPA). The MPA is the Urbanized Area (UA) of Central Indiana (the areas that are already mostly developed) plus the areas that are expected to urbanize over the next 20 years.



**WATCH THE VIDEO:**  
**WHAT IS THE MPO?**



**SCAN TO VIEW:**  
**INTERACTIVE**  
**MPA/UA MAP**

## METROPOLITAN PLANNING AREA (MPA)

### JURISDICTIONS

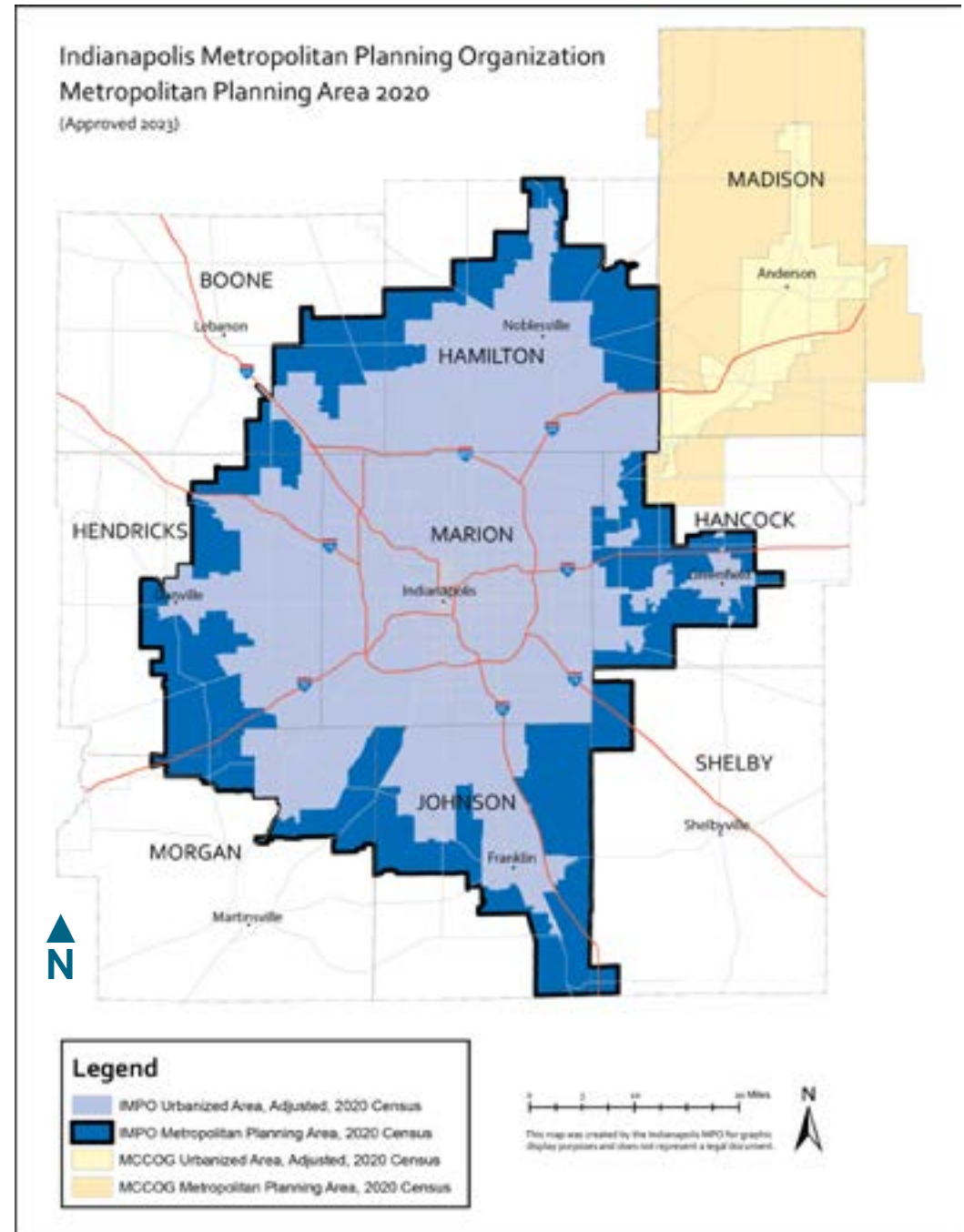
8 Counties, 12 Cities, 22 Towns

### INDIANAPOLIS METROPOLITAN PLANNING AREA

1,468 Sq. Miles, Population: 1.78 M

### INDIANAPOLIS URBANIZED AREA

1,081 Sq. Miles, Population: 1.74 M



## CORE FUNCTIONS

### UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) is a core guiding document for the Indianapolis MPO, which includes the IMPO's mission, a list of projects for the upcoming year, and the proposed budget for each task. It is updated annually and approved by the IMPO Transportation Policy Committee.

### METROPOLITAN TRANSPORTATION PLAN

The IMPO's Metropolitan Transportation Plan (MTP) guides the area's metropolitan transportation systems over the next 20+ years. With the help of transportation planners, engineers, elected officials, and the public, the plan ensures facilities and services required to support the mobility needs of the regional community and its future growth are anticipated and available. The MTP contains both a prioritized list of projects for future funding opportunities and goals for how much funding should go to different project types (maintenance, road expansion, bike and pedestrian, transit, etc.). These decisions affect funding opportunities through the TIP.

### TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) includes a prioritized listing (aka program) of projects covering a period of four years. These are local road, transit, bike and pedestrian, safety, and other projects that local agencies are committed to funding.

### Project Funding

The IMPO hosts a "call for projects" (CFP) every year in which local government agencies can compete for approximately \$50– \$60 million in IMPO-managed funding. During the CFP, cities, towns, counties, and transit organizations submit projects that are scored and ranked through a data-driven process. Funding is awarded based on project scores, the funding goals of the MTP, and federal eligibility requirements.

Funded projects each fall under one of the programs authorized by the **Infrastructure Investment and Jobs Act**.

- **Surface Transportation Block Grant (STBG):** Largest category, includes road reconstruction and design changes, intersection changes, roundabouts, safety improvements, transit capital projects, school safety projects, ADA improvements, resiliency improvements, and many other project types.
- **Highway Safety Improvement Program (HSIP):** Implementation of proven safety measures including intersection changes like roundabouts, traffic calming to reduce speeding, pedestrian infrastructure to make crossing the street safer, guardrails, signage, or safe routes to school projects
- **Congestion Mitigation and Air Quality (CMAQ):** Improvements to air quality and congestion. Includes options that pollute less or reduce congestion without adding road capacity like transit, carpools, bikeways, roundabouts, EV charging, bike share, and idle reduction strategies.
- **Transportation Alternatives (TA):** Active modes of transportation including trails, sidewalks, and safe routes to school.



**WATCH THE VIDEO:**  
WHAT IS THE UPWP?



**WATCH THE VIDEO:**  
WHAT IS THE MTP?



**WATCH THE VIDEO:**  
WHAT IS THE TIP?

## Planning Funding

The Indianapolis MPO's Technical Assistance Program (IMTAP) provides funding to local governments for local plans or studies that support regional planning efforts from capital improvement planning to corridor and trail studies.

## WAYS TO GET INVOLVED

Want to get involved in improving transportation planning in Central Indiana? Your input can help shape plans, project funding, and other important aspects of regional planning. To stay up-to-date about involvement opportunities:

- Check our calendar to see what meetings are coming up
- Sign up for the teMPO newsletter to stay informed
- Follow us on Facebook, Instagram, Twitter (X), and LinkedIn
- Send us an email at [info@indympo.gov](mailto:info@indympo.gov)
- Visit individual project pages at [www.indympo.gov](http://www.indympo.gov)

To access these resources and more visit: [indympo.gov/get-involved](http://indympo.gov/get-involved)

## ORGANIZATION FOCUS

### A CONTINUING, COOPERATIVE, AND COMPREHENSIVE PLANNING PROCESS

- Identifying Future Needs
- Preparing Effective Transportation Programs & Plans
- Community Involvement
- Transportation Policy Coordination

## CORE PILLARS



**Convene:** Bring experts and community members together



**Inform:** Provide reliable data to support planning and policy-making



**Plan:** Create and adopt infrastructure plans and track their implementation



**Fund:** Fund regionally-significant projects

## FUNDING DATABASE

The IMPO administers funding programs that facilitate various types of transportation improvements. Any project that receives these funds must be included in the TIP. All projects in the TIP can be viewed on the Indianapolis MPO's online TIP database, MiTIP at: [mitip.indympo.gov](http://mitip.indympo.gov)

## CORE FUNCTIONS TIMELINE

### Unified Planning Work Program (UPWP)

DURATION 2 Years

UPDATE REQUIREMENT Annually

### Metropolitan Transportation Plan (MTP)

DURATION 20+ Years

UPDATE REQUIREMENT Every 4 Years

### Transportation Improvement Program (TIP)

DURATION 4 Years

UPDATE REQUIREMENT Every 2 Years

# TRANSPORTATION COMMITTEES

The IMPO's plans and recommendations are developed in cooperation with three committees, each made of up staff and elected officials from counties and municipalities within the MPA, as well as transit organizations and other partners.

- EXECUTIVE COMMITTEE:** 6-9 members, review and advising, contract approval
- TRANSPORTATION TECHNICAL COMMITTEE:** 41 voting members, reviews and recommends plans to the Policy Committee for approval
- TRANSPORTATION POLICY COMMITTEE:** Governing body of the IMPO, 41 voting members, final approval of all IMPO plans

## LOCAL GOVERNMENTS\*

Town of Avon	Town of Danville	Johnson County	Town of Pittsboro
Town of Bargersville	City of Fishers	City of Lawrence	Town of Plainfield
City of Beech Grove	City of Franklin	City of Lebanon	Shelby County
Boone County	City of Greenfield	Town of McCordsville	City of Southport
Town of Booklyn	City of Greenwood	Town of Mooresville	Town of Speedway
Town of Brownsburg	Hamilton County	Morgan County	City of Westfield
City of Carmel	Hancock County	Town of New Palestine	Town of Whiteland
Town of Cicero	Hendricks County	Town of New Whiteland	Town of Whitestown
Town of Cumberland	City of Indianapolis	City of Noblesville	Town of Zionsville

\* Marion County is represented by the City of Indianapolis. The following communities within the MPA do not participate in the IMPO's transportation committees: Town of Arcadia, Town of Atlanta, Town of Bethany, Town of Edinburgh, Town of Spring Lake.

## PARTNER AGENCIES

### Voting

- Indiana Department of Transportation (INDOT)
- Ports of Indiana
- Indianapolis Airport Authority (IAA)
- Indianapolis Public Transportation Corporation (IndyGo)
- Central Indiana Regional Transportation Authority (CIRTA)

### Non-Voting

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Indiana Department of Environmental Management (IDEM)
- Madison County Council of Governments (MCCOG)
- Columbus Area Metropolitan Planning Organization (CAMPO)

## ACRONYMS

- CIRTA** Central Indiana Regional Transportation Authority
- EPA** Environmental Protection Agency
- FHWA** Federal Highway Administration
- FTA** Federal Transit Administration
- IDEM** Indiana Department of Environmental Management
- IMPO** Indianapolis Metropolitan Planning Organization
- INDOT** Indianapolis Department of Transportation
- TIP** Transportation Improvement Program
- LPA** Local Public Agency
- MPA** Metropolitan Planning Area
- MTP** Metropolitan Transportation Plan
- TMA** Transportation Management Area
- UA** Urban Area
- UPWP** Unified Planning Work Program

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## PROJECT AREAS

### ROADS & FREIGHT

- **Regional Freight Plan:** Identification of a tiered freight network and policies for moving goods effectively.
- **ITS Architecture:** A framework to connect intelligent data, tracking, and information systems
- **Crash Data:** Correct the locations of fatal and incapacitating crashes in the 8 county region and provide the data in an online crash dashboard
- **Traffic Count Data:** Provide access to traffic count estimates in the region
- **Dangerous Intersection Studies:** Complete Road Safety Audits for high crash locations in the MPA
- **Travel Demand Modeling for Future Traffic Projections:** Use of planned road projects, land use data, socioeconomic and demographic data that is projected for future years to estimate future travel patterns, flows, and congestion metrics for both autos and freight, including select link and subarea analysis to provide more detail for smaller areas.
- **Safety Action Plan:** provides the region with critical traffic safety information and recommendations.

### ACTIVE TRANSPORTATION

- **Regional Active Transportation Plan:** Review of current and proposed bikeway, pedestrian, and transit networks for compatibility and prioritization
- **Central Indiana Ride Guide:** A map of open trails, bike lanes, and other bikeways in the region. Annually updated with information from communities and the public.
- **Suburban Transit Studies:** Assess community goals, funding options and revenue, stakeholder and community engagement, and proposed options to expand public transportation service in communities to meet legislative requirements to conduct a new referendum for transit in eligible townships and counties.

### LAND USE & ECONOMIC DEVELOPMENT

- **Regional Housing Study:** assess housing pricing, availability by type, quantify how that compares to what the population wants and can afford, and propose policy solutions for identified issues.
- **Transit-Oriented Development:** Strategic plans and design guidelines to support catalytic land use development around frequent transit routes.
- **Trail-Oriented Development:** identify success factors for development in nodes adjacent to trails, potential nodes on the existing/planned trail network, potential development guidelines, and potential tools for overcoming identified obstacles to success.
- **Central Indiana Comprehensive Economic Development Strategy (CEDS):** a strategy-driven plan for regional economic development. A CEDS is the result of a regionally-owned planning process designed to build capacity and guide the economic prosperity and resiliency of an area or region.

### RESILIENCY & SUSTAINABILITY

- **Regional Resiliency Snapshot:** Assessment of existing resources, including transportation assets, and their vulnerability to future shocks and stressors such as extreme heat, flooding, population flux, and more with recommendations to increase the resilience of Central Indiana.
- **Central Indiana Environmental Action Plan:** Regional greenhouse gas inventory and reduction strategies with IMPO conducting all public engagement including developing and deploying a public survey and engaging the public at in-person events to gather input on beneficial actions to reduce emissions and air pollution.
- **Travel Demand Model Support:** Inputs to support this area include auto and freight vehicle miles traveled (VMT) by vehicle classes and origination/destination flows for specific study areas.



# data axle

### DATA AXLE

IMPO members have full access to location and employment information for employers in the 9-county region. Members can be set up their own login to access the information and Data Axle can provide training.

Contact Jennifer Dunn for access ([Jennifer.Dunn@indympo.gov](mailto:Jennifer.Dunn@indympo.gov)).

### COMMUNITY PREFERENCE SURVEYS (HOUSING)

The IMPO teamed up with MIBOR Realtor Association to survey residents of Central Indiana to find out about what type of housing they're in now and whether it matches their preferred type. The results help us determine whether the type of housing that is being built in Central Indiana matches the kind of housing that people want to live in, and whether it's being built in the kinds of places where people want to live.



### REPLICA DATA

#### What is Replica?

Replica is a company that provides data about the built environment and the ways people interact with it. With Replica, you have access to multiple datasets and metrics across mobility, demographics, economic activity, and infrastructure.

#### Who has access to Replica?

All the IMPO's member agencies have direct access to the Replica tools. There is no limit to the number of users an agency can have and there are no use restrictions. Anyone with an email domain from one of the IMPO's member agencies can create a Replica account.

#### What's included in my access?

- Unlimited, nationwide access to Replica's seasonal (Places) and weekly (Trends) data
- Unlimited, nationwide access to Replica's traffic datasets: Annual Average Daily Traffic, Turning Movement Counts, Speeds (Free Flow & Quarter Hourly Profiles), and Annual Hourly Auto Volumes
- Unlimited data downloads

#### How can I access Replica data?

Create your Replica Platform account at [studio.replicahq.com/signup](https://studio.replicahq.com/signup) using your agency employee email address.



SCAN TO ACCESS  
REPLICA

## RESOURCES DATA PORTAL

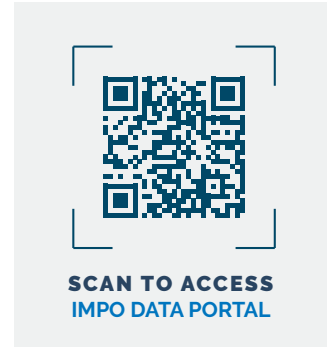
### [WWW.INDYMPO.GOV/DATAPORTAL](http://WWW.INDYMPO.GOV/DATAPORTAL)

The IMPO Data Portal is available to our members, consultants, and the public. View our most popular apps, map viewers, and data dashboards on the data portal.

#### Available Data

The IMPO has a public data portal where much of our data can be found. Available data includes but is not limited to:

- Administrative Boundaries
- IMPO Environmental Justice Areas
- Traffic Counts
- Census Information
- Functional Class Network
- Central Indiana Ride Guide and Bicycle Amenities
- Regional Activity Centers
- Regional Freight Network
- Bridges – National Bridge Inventory for Central Indiana



### TRAVEL DEMAND MODEL

Contact Catherine Kostyn ([Catherine.Kostyn@indympo.gov](mailto:Catherine.Kostyn@indympo.gov)) for assistance with modeling.

#### Modeled Flows for all Vehicles, all Trucks, or Light Commercial Vehicles

- Link level forecasted flows for selected vehicle types
- Study area links available
- 24-hour flows and/or by the following time:
  - AM PK: 6am-9am
  - Mid-Day: 9am-3pm
  - PM PK: 3pm-6pm
  - EVE: 6pm-9pm
  - Night: 9pm-6am
- **Vehicle Miles Traveled (VMT):** Link level metric, available at link or project study area scale
- **Vehicle Hours of Delay (VHD):** Measure of the difference between freeflow and congested speeds, available at link or project study area scale

#### Select Link or Select Zone Analysis (SLA or SZA)

- Select Link Analysis is used to determine the travel patterns within the model road network to or from a selected link or series of links. Multiple links or corridors can be used as the origination, destination, or both.
- Select Zone Analysis is used to determine the travel patterns to or from a selected travel analysis zone (TAZ) or selection of zones. Multiple zones can be used as the origination, destination, or both

#### Origination Destination Matrices/Trip Tables

These are the final trip tables from the model run that provides the full travel patterns between zones for the entire model area. Selections of zones can be extracted and there are different ways to visualize this output data. The file size is large and does require either TransCAD or the ability to work with very large datasets if it is exported to a CSV file.



RESOURCES DATA PORTAL, CONTINUED



**CENTRAL INDIANA REGIONAL FREIGHT NETWORK**  
The Regional Freight Plan identifies corridors that make up the Freight Network Map. This map is used in the IMPO’s regional TDM, and to evaluate projects during the Metropolitan Transportation Plan (MTP) update process. The map identifies where truck counts are currently high and assumes that these corridors will continue to support truck movement in the future.

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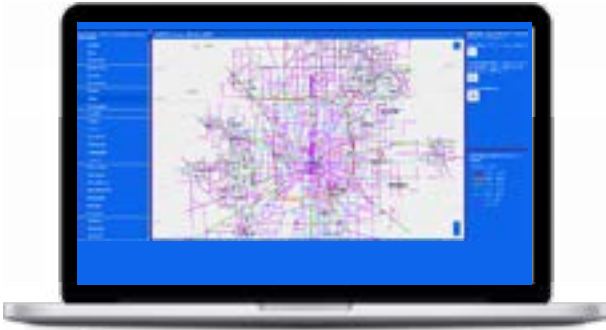


**CRASH DASHBOARD**  
The IMPO's crash dashboard displays over 6 years of fatal and incapacitating injury crash records in the 8-county region.

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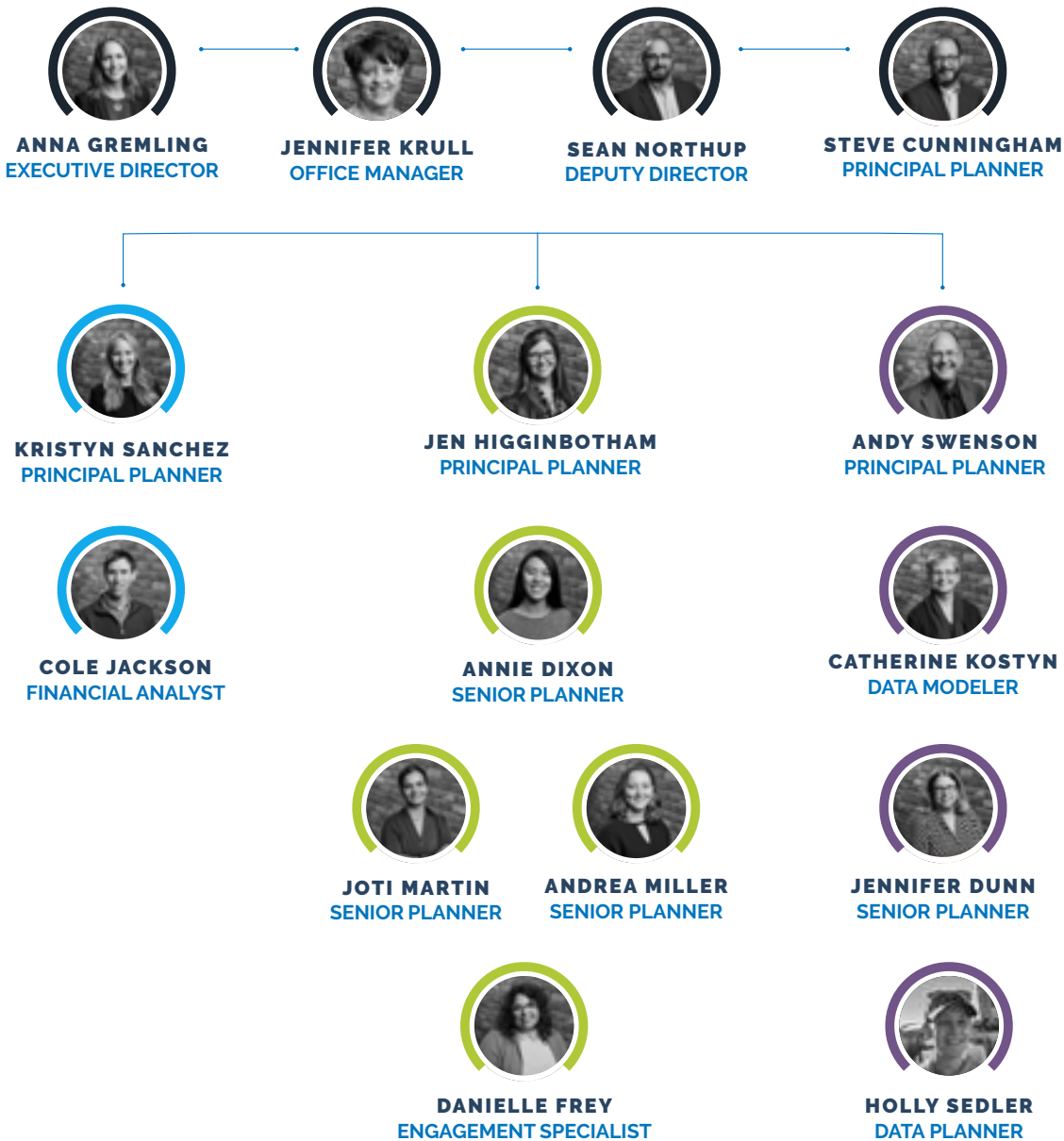
**REPLICA AADT ESTIMATES DASHBOARD**  
The IMPO 2022 AADT Estimates from Replica Dashboard shows Average Annual Daily Traffic (AADT) estimates for major roads in the Indianapolis MPO 8-county region.

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## STAFF + ORGANIZATIONAL CHART



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### ORGANIZATIONAL LEGEND

- Administration
- Planning
- Programming (TIP)
- Data